

1965

**CHEVROLET—CHEVELLE—CHEVY II—CORVAIR—
GREENBRIER—CHEVROLET TRUCKS
ACCESSORIES INSTALLATION
REFERENCE MANUAL**



*Good Installations and
Product Knowledge Helps Sell Accessories
and Satisfy Customers*

KNOW YOUR PRODUCT

1965

CHEVROLET—CHEVELLE—CHEVY II—CORVAIR— GREENBRIER—CHEVROLET TRUCKS ACCESSORIES INSTALLATION REFERENCE MANUAL



A reference manual to assist dealer service managers in training new car get ready men and mechanics in the proper installation of accessories. Accessories that are installed correctly will fulfill their purpose, function and give satisfactory service to the car owner.

All illustration and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

CHEVROLET MOTOR DIVISION,
GENERAL MOTORS CORPORATION
DETROIT MICHIGAN 48202

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ALPHABETICAL INDEX

Description	Part No.	Page No.	Flat Rate Hours
ADAPTER - W/S Washer - All trucks w/heavy duty air clng. .	986186	521	-
AIR CONDITIONING - COMPRESSOR Mounting for 4 & 6 cyl. .	ALL	9-15	-
AIR CONDITIONING - COMPRESSOR Mounting for 8 cyl. . . .	ALL	16-27	-
AIR CONDITIONING - CUSTOM - CHEVROLET	ALL	28-42	7.5
AIR CONDITIONING - CUSTOM - CHEVELLE	ALL	43-54	7.5
AIR CONDITIONING - CUSTOM - CHEVY II	ALL	55-72	7.5
AIR CONDITIONING - CORVAIR (Instructions not available at publication date)			
AIR CONDITIONING - TRUCK (Adapter)	986241	73-75	-
AIR CONDITIONING - ALL WEATHER TRUCK	ALL	76-103	9.0
ANTENNA - Right Front - Chevrolet	986097	104-105	-
ANTENNA - Right Rear - Chevrolet	986103	106-108	-
ANTENNA - Right Front - Chevelle	986204	109-110	-
ANTENNA - Right Rear - Chevelle	986208-986319	111-113	-
ANTENNA - Right Front - Chevy II	986309	114-115	.6
ANTENNA - Right Rear - Chevy II	986307	116-118	.6
ANTENNA - Right Front - Corvair	986114	119-120	-
ANTENNA - Right Rear - Corvair	986120	121-123	-
ANTENNA - Left Rear - Corvette Electric	986305	124-127	.7
ANTENNA - Right Front - Truck Except Tilt Cab	986301	128-129	.4
ANTENNA - Right Front - Truck Tilt Cab	985473	130-131	.4
ANTENNA - Right Front - Chevy Van	985917	132-133	.3
ANTENNA - Right Front - Corvair 95	985444	134-135	1.0
BELT - Seat - Front - All Passenger Cars	ALL	136-139	.4
BELT - Seat - Rear - All Passenger Cars	ALL	140-145	.4
BELT - Seat - Front - All Truck	ALL	146-154	.6
BRAKE - Power - Chevrolet	986044	155-157	.8
BRAKE - Power - Chevelle	986351	158-160	.8
BRAKE - Power - Chevy II	986352	161-162	.8
BRAKE - Power - Truck	985936	163-165	1.3
CARRIER - Roof Luggage - 5 Stanchion - Chevrolet Station Wgn	986134	166-167	1.4
CARRIER - Roof Luggage - 5 Stanchion - Chevelle Station Wgn	985806	168-169	1.4
CARRIER - Roof Luggage - 4 Stanchion - Chevy II	986326	170-171	1.4
CARRIER - Roof Luggage - 6 Stanchion - Corvair 95	988398	171	1.4
CLOCK - Electric - Instrument Panel Mtg. All Exc. Corvair and Corvette	986311	173-177	.4
CLOCK - Electric - Instrument Cluster - Chevrolet	986274	178	.4
CLOCK - Electric - Instrument Cluster - Chevelle	986256	179	.5
CLOCK - Electric - Instrument Cluster - Chevy II	986275	180	.5
CLOCK - Electric - Instrument Cluster - Corvair	986231	181	.5
CLUTCH - Modulated Fan	985355-986067	182	.3
COMPASS - All Vehicles	986298	183	-
CONTROL - Guidematic - Headlamp - Chevrolet	986299	184-185	1.6
COVER - Roof Luggage Carrier - Chevrolet - Chevelle & Chevy II	985947	186	.3
COVER - Wheel 14 and 13"	ALL	187	.4

ALPHABETICAL INDEX (Continued)

Description	Part No.	Page No.	Flat Rate Hours
DEFROSTER - Rear Window - Chevrolet - Chevelle & Chevy II	986094	188-190	.4
DISPENSER - Tissue - All Except Truck and Corvette	986045	191	.3
FRAMES - License - Chevrolet - Chevelle and Chevy II	986080	192-193	.2
GUARD - Front Bumper Rail - Chevrolet	986185	194	.8
GUARD - Rear Bumper - Chevrolet Except Station Wagon	986184	195	-
GUARD - Front Bumper - Chevelle	986124	196	.2
GUARD - Rear Bumper - Chevelle Except Station Wagon	985761	197	.2
GUARD - Grille - Chevy II	985435	198	.3
GUARD - Bumper - Rear - Chevy II	985302	199	.2
GUARD - Bumper - Front and Rear - Corvair	986138-986139	200	.3
GUARD - Bumper - Front - Truck	985501-985502	201	.2
GUARD - Front or Rear - Corvair 95	985070-988373	202	.2
GUARD - Brush Type - C-10-20-30 Truck	985866	203	1.0
GUARD - Brush Type - 1 1/2 Ton Except L Truck	985867	204-205	1.0
GUARD - Door Edge - Chevrolet	986106-986111	206	.2
GUARD - Door Edge - Chevelle	985849-985850	207	.2
GUARD - Door Edge - Chevy II	985163-985164	208	.2
GUARD - Door Edge - Corvair	986039-986038	209	.2
GUARD - Gasoline Filler Door - Station Wgn. Chevy	986241	210	.2
GUARD - Gasoline Filler Door - Corvair	986078	211	.2
GUARD - Mud Flap - Station Wagon - Chevy, Chevelle, & Chevy II	986135	212-214	.4
GUARD - Mud Flap - Dual Wheels - Truck	987226	215-218	.4
HARNESS - Accessories Wiring - Corvair 95	985350	219	.4
HARNESS - Trailer Wiring - All Except Truck	986336-986337	220-222	.4
HEATER & DEFROSTER - Deluxe - Truck Except Tilt Cab	985769	223-229	1.6
HEATER & DEFROSTER - Thriftair - Except Tilt Cab	985991	230-236	1.2
HEATER & DEFROSTER - Deluxe Air - Corvair 95	985698	237-251	5.0
HEATER & DEFROSTER - Deluxe Gasoline - Corvair 95	985648	252-263	3.9
HEATER & DEFROSTER - Chevy Van	986342	264-267	1.9
HEATER & DEFROSTER - Truck - Suburban Carry-All	986346	268-270	1.2
HITCH-TRAILER - Chevrolet Except Station Wagon	986215	271	1.0
HITCH-TRAILER - Chevrolet - Station Wagon	986216	272	1.0
HITCH-TRAILER - Chevelle Except Station Wagon	985744	273-274	1.0
HITCH-TRAILER - Chevelle - Station Wagon	985745	275-276	1.0
HITCH-TRAILER - Chevy II Except Station Wagon	985988	277-278	1.0
HITCH-TRAILER - Chevy II - Station Wagon	985989	279-280	1.0
HITCH-TRAILER - Corvair	986244	281	1.0
HORN - Tri-Volume - Chevrolet, Chevelle & Chevy II	986265	282-284	.3
HORN - Air Truck	985959	285-288	1.2
HORN - Low Note - Truck	985809	289	.3
HORN & COMPRESSOR - Air Truck	986285	290-296	.6

ALPHABETICAL INDEX (Continued)

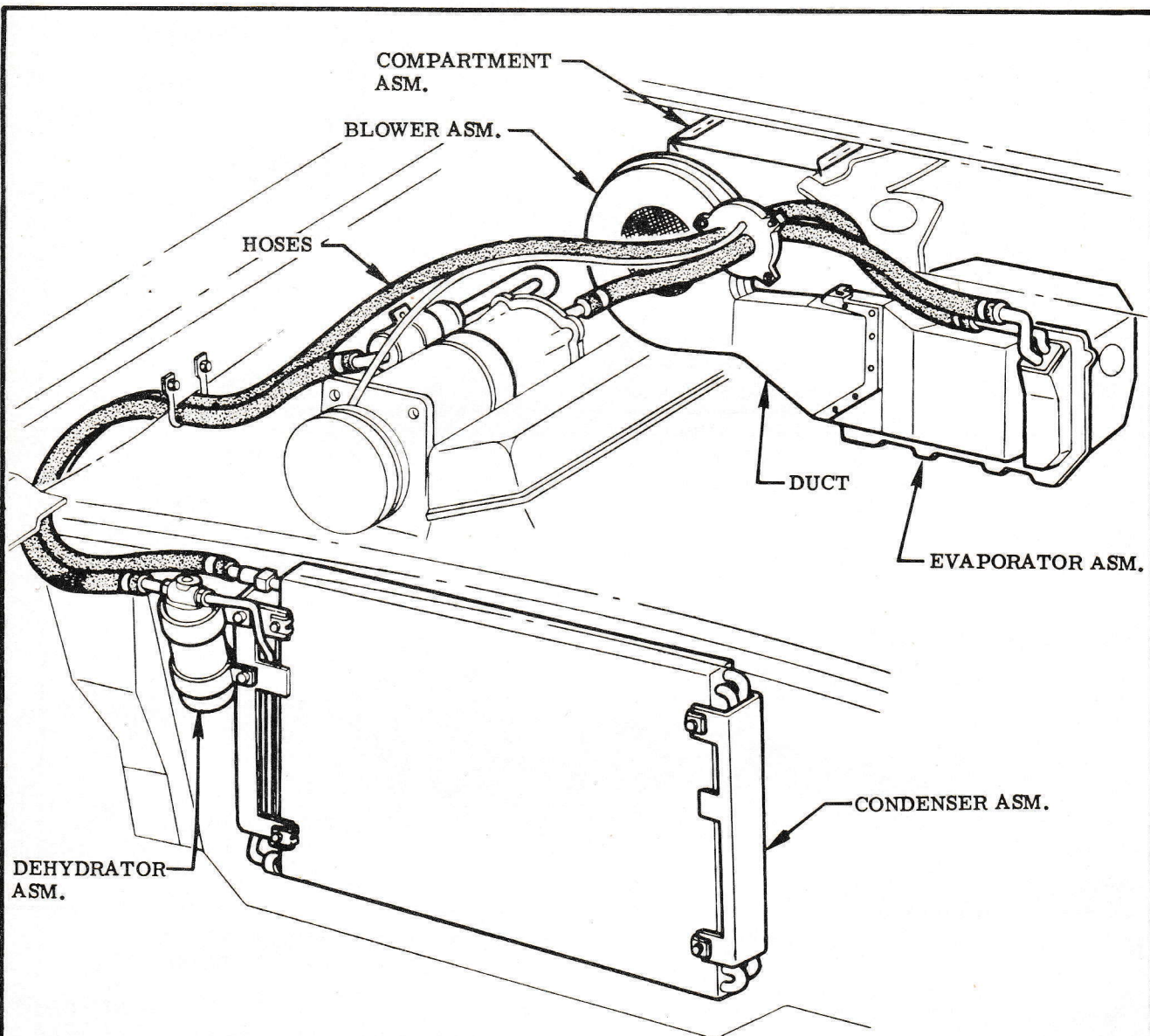
Description	Part No.	Page No.	Flat Rate Hours
LAMP - Ash Tray - All Except Truck and Corvette	986239	297-298	.6
LAMP - Back Up - Chevrolet Except Station Wagon	986296	299	.6
LAMP - Back Up - Chevrolet - Station Wagon	986297	300-301	.6
LAMP - Back Up - Chevelle Except Station Wagon	986291	302-303	.6
LAMP - Back Up - Chevelle - Station Wagon and El Camino .	986292	304-305	.6
LAMP - Back Up - Chevy II Except Station Wagon & 4 Spd. . .	986289	306-307	.6
LAMP - Back Up - Chevy II - Station Wagon	986290	308-310	.6
LAMP - Back Up - Adapter for 4 Spd. Corvair	986262	311	-
LAMP - Back Up - Corvair Series 10100 and 10300	986261	312-313	1.4
LAMP - Back Up - Truck - All Pick Up and Panels	985970	314-318	.8
LAMP - Cab Clearance	985977	319-323	.8
LAMP - Courtesy - All Except Truck and Corvette	986287	324-328	.5
LAMP - Dome - Corvair 95	988346	329-330	1.0
LAMP - Glove Compartment - All Except Truck and Corvette .	986288	331-334	.2
LAMP - LUGGAGE Compartment - All Except Truck and Corvette	986043	335-339	.3
LAMP - Underhood - All Except Truck and Corvette	986042	340-342	.3
LIGHTER - Cigarette - Truck	986343	343-344	.2
LOCK - Rear Compartment - Chevrolet 6 Passenger Station Wagon	986263	345	.5
LOCK - SPARE TIRE - Corvair	986026	346	.2
MIRROR - Outside - Rear View - Chevrolet	986272	347	.3
MIRROR - Outside - Rear View - Chevelle, Chevy II, Corvair, and Corvair 95	986046	348-349	.3
MIRROR - Outside - Rear View - Remote Control - Chevrolet	986260	350	.8
MIRROR - Outside - Rear View - Remote Control - Chevelle, Chevy II & Corvair	986049	351-352	.8
MIRROR - Extendable - Rear View - 5 x 7 Inch	985823	353-354	.5
MIRROR - Deluxe - Rear View - 7 x 16" Truck Exc. Tilt Cab .	985780	355-356	.8
MIRROR - Deluxe - Rear View - 7 x 16" Tilt Cab	985283	357-358	.8
MIRROR - Deluxe - Rear View - 7 1/2 x 10 1/2" - Truck . . .	986014	359	.8
MIRROR - Deluxe - Rear View - 6 x 11" - Truck	985771	360-361	.8
MIRROR - Deluxe - Rear View - 6 x 11" - Chevy Van	985911	362	.8
MOULDING - Body Sill - Chevelle 13300 and 13400 Series . .	985881	363	.7
MOULDING - Hood Panel Crown - Chevrolet	986188	364	.3
MOULDING - Wheel Housing - Bel Air and Biscayne	986335	365	.5
OPENER - Automatic Trunk - Chevrolet, Chevelle & Chevy II .	986136	366-373	1.0
RADIO & ANTENNA - AM-FM Chevrolet	986101	374-378	1.4
RADIO & ANTENNA - Push Button & Manual Chevrolet .	986096-986099	379-382	1.4
RADIO & ANTENNA - AM-FM - Corvette	986281	383-390	5.2
RADIO & ANTENNA - AM-FM - Chevelle	986203	391-393	1.4
RADIO & ANTENNA - Push Button & Manual - Chevelle	986201-986202	394-396	1.4
RADIO & ANTENNA - AM-FM - Push Button & Manual - Chevy II	986248-986250-986252	397-400	1.6
RADIO & ANTENNA - AM-FM - Corvair	986118	401-403	1.6

ALPHABETICAL INDEX (Continued)

Description	Part No.	Page No.	Flat Rate Hours
RADIO & ANTENNA - Push Button & Manual - Corvair . . .	986113-986116	404-406	1.6
RADIO & ANTENNA - Manual - Truck Except Tilt Cab	986338	407-416	1.6
RADIO & ANTENNA - Chevrolet Tilt Cab	986338	417-421	1.6
RADIO & ANTENNA - Chevy Van	986339	422-423	-
SAFETYLIGHT - Remote Control - Chevrolet	986279	424-426	1.5
SAFETYLIGHT - L.H. - Chevelle	985807	427-429	1.0
SAFETYLIGHT - L.H. - Truck	985861	430-432	1.0
SAFETYLIGHT - Chevy Van & Corvair 95	985932	433-435	1.0
SIGNAL - Parking Brake - Chevrolet	986246	436	.4
SIGNAL - Parking Brake - Chevelle	985901	437	.4
SIGNAL - Parking Brake - Chevy II	985248	438	.3
SIGNAL - Parking Brake - Corvair	986209	439	.3
SPEAKER - Rear Seat - All Sedans - Chevrolet	986257	440-441	1.0
SPEAKER - Rear Seat - Chevrolet Sport Coupe & Conv.	986258	442-444	1.5
SPEAKER - Rear Seat - Chevrolet Station Wagon	986259	445-447	1.5
SPEAKER - Rear Seat - Chevelle Exc. Sta. Wag. & El Camino	986286	448-450	1.0
SPEAKER - Rear Seat - Chevy II Exc. Convertibles	985493	451-454	.9
SPEAKER - Rear Seat - Corvair Exc. Convertible	986218	455-456	.7
SPEED & CRUISE CONTROL - Chevrolet 283 & 327 Eng.	986322	457-462	1.2
SPEED & CRUISE CONTROL - Chevelle 283 & 327 Eng.	986334	463-469	1.2
SPRING - Auxiliary - Chevrolet Truck C10-20	985767	470-471	1.0
SPRING - Auxiliary - Chevrolet Truck 50 thru 80 Series	985515-985516	472	1.0
STEP - Rear Bumper - Pick Up & Fleetside Truck	986027	473-475	-
STEP - Rear Bumper - Fleetside Truck	986028	476-478	-
STEP - Side Panel	988423	479	.8
STEREO MULTIPLEX (Instructions Not Available at Publication Date)			
SWITCH - Hazard Flasher	986293-986294	480-490	.5
TACHOMETER - All Except Corvair & Corvette	986325	491-494	.5
VENTSHADES - Chevrolet - Chevelle - Chevy Van & Greenbrier	ALL	495	.3
VENTSHADES - Chevy II	ALL	496	.3
VENTSHADES - Truck	985704	497	.3
VISOR R.H. SUN - All Standard Cabs & Panel Truck	985887	498	.3
VISOR R.H. SUN - Truck Tilt Cab	985753	499	.3
VISOR R.H. SUN - Greenbrier	985900	500	.3
WASHER - Windshield - Chevrolet	986066	501-503	.6
WASHER - Windshield - Chevelle	986029	504-506	.6
WASHER - Windshield - Chevy II	986137	507-508	.6
WASHER - Windshield - Corvair	986048	509-510	.6
WASHER - Windshield - Truck	986183	511-514	1.0
WASHER - Windshield - Greenbrier	986180	515-517	1.0
WASHER - Windshield - Chevy Van	986181	518-520	1.0
WASHER - Windshield - Tilt Cab	986182	522-525	1.0

AIR CONDITIONER—CUSTOM
986018—986019—986020—986021

CHEVROLET



For Compressor Mounting Instructions See Pages 28 thru 42

CAUTION THIS IS NOT A COMPLETELY CHARGED SYSTEM

To eliminate contamination, hoses have plastic caps and heat exchanger components are furnished with a partial charge of nitrogen. Plastic caps and plugs are not to be removed prior to the actual installation of hoses, etc. to heat exchange components. Refer to shop manual for correct refrigeration procedure.

GENERAL MOTORS PARTS DIVISION
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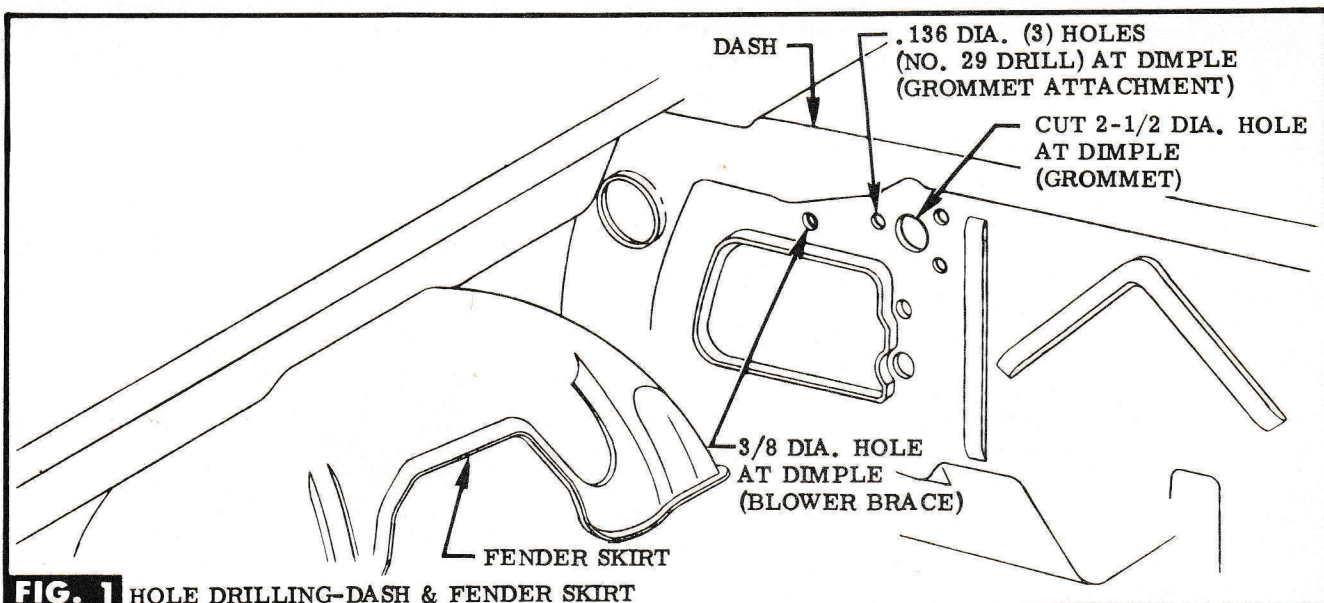


FIG. 1 HOLE DRILLING-DASH & FENDER SKIRT

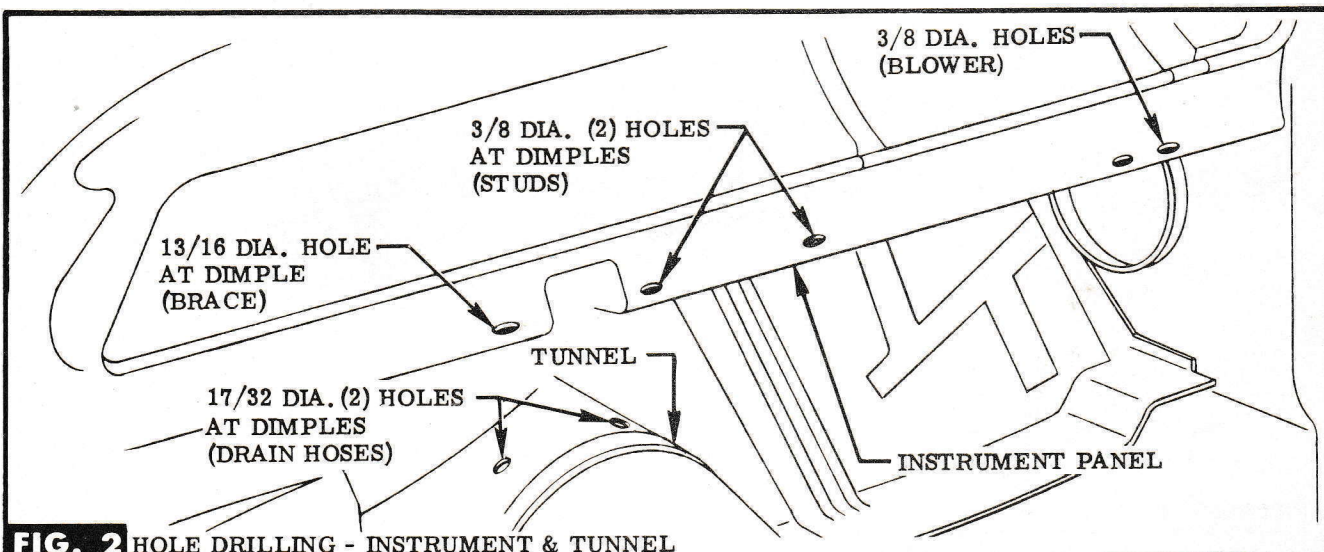


FIG. 2 HOLE DRILLING - INSTRUMENT & TUNNEL

STEP 1 DISCONNECT & REMOVE BATTERY.

STEP 2 DISCONNECT & REMOVE INBOARD HORN FROM RADIATOR SUPPORT.

STEP 3 REMOVE HOOD LOCK SUPPORT.

STEP 4 REMOVE VOLTAGE REGULATOR.

STEP 5 DRILL HOLES IN DASH AT DIMPLES FOR GROMMET ATTACHMENT. SEE FIG. 1.

STEP 6 CUT HOLE IN DASH AT DIMPLE FOR GROMMET INSTALLATION. SEE FIG. 1.

STEP 7 DRILL HOLE IN DASH FOR INSTALLATION OF BLOWER BRACE. SEE FIG. 1.

STEP 8 ENLARGE EXISTING HOLES IN INSTRUMENT PANEL & REINFORCEMENT FOR BLOWER INSTALLATION. SEE FIG. 2.

STEP 9 DRILL TWO HOLES IN INSTRUMENT PANEL AT DIMPLE, THRU HOLES IN REINFORCEMENT, FOR EVAPORATOR STUD ATTACHMENT. SEE FIG. 2.

STEP 10 DRILL TWO HOLES IN TUNNEL AT DIMPLES & PUNCH HOLES THRU CARPET AT HOLES FOR EVAPORATOR DRAIN HOSES. SEE FIG. 2.

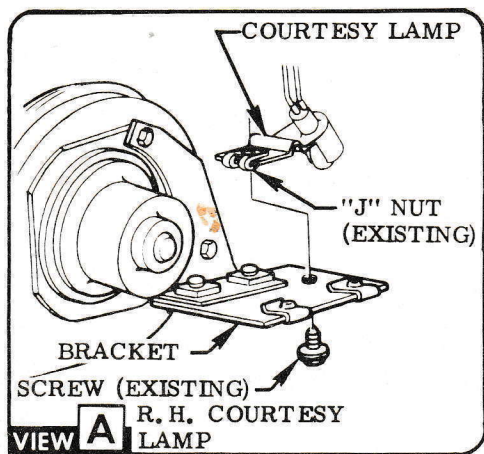
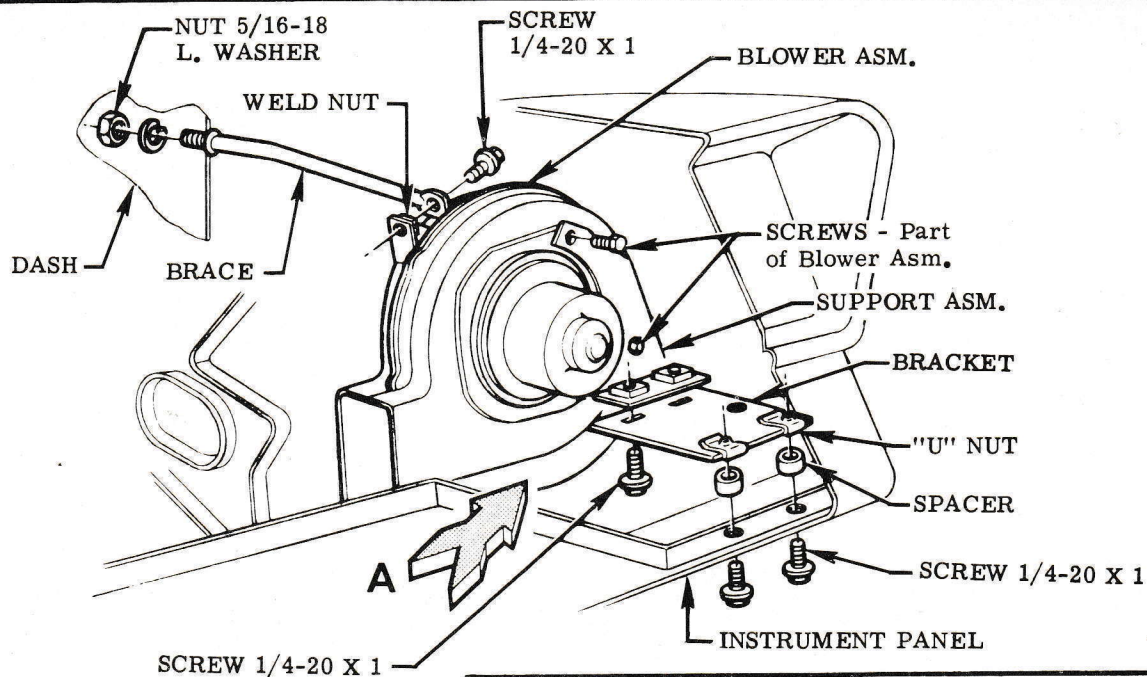


FIG. 1 BLOWER INSTALLATION

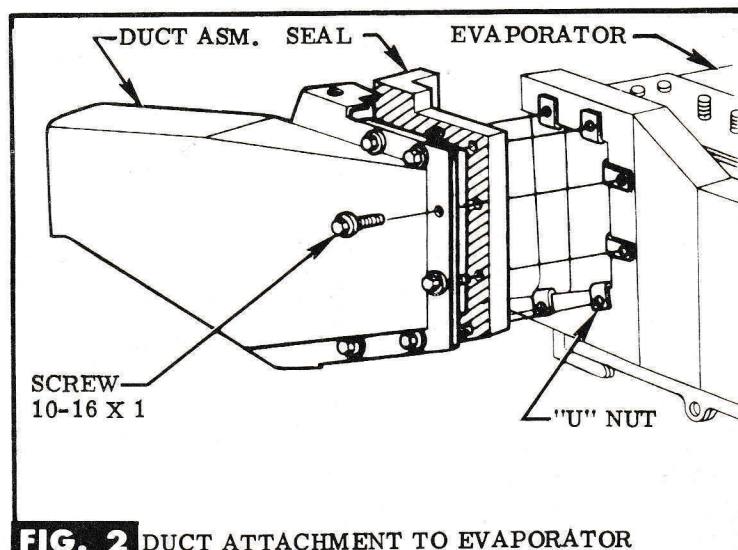


FIG. 2 DUCT ATTACHMENT TO EVAPORATOR

STEP 1 REMOVE & DISCARD EXISTING INSTRUMENT PANEL COMPARTMENT (GLOVE BOX) BUT RETAIN ATTACHING PARTS.

STEP 2 IF VEHICLE IS EQUIPPED WITH A R. H. COURTESY LAMP, REMOVE FROM INSTRUMENT PANEL & RETAIN ALONG WITH ATTACHING PARTS

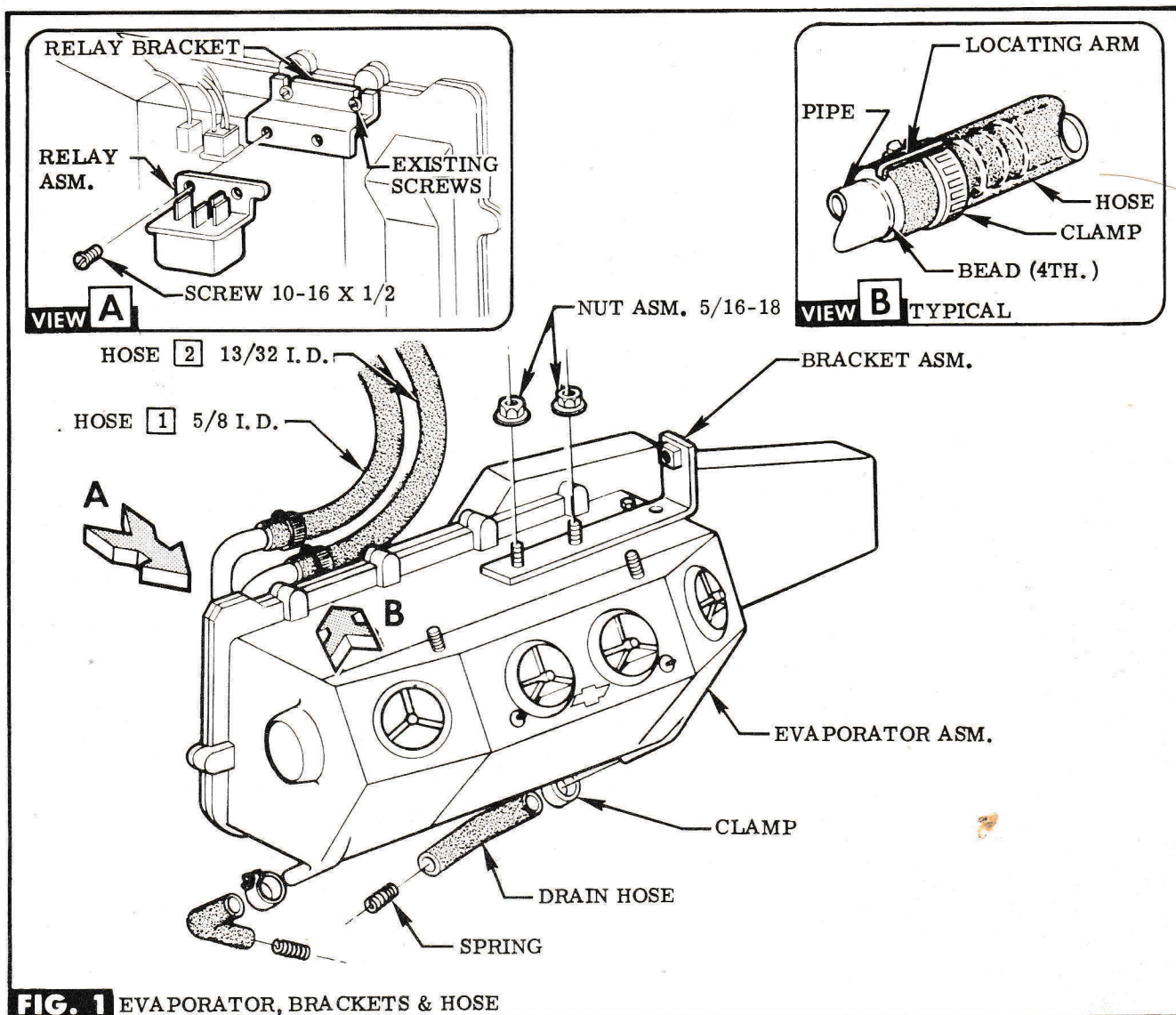
STEP 3 REMOVE (2) SCREWS FROM BLOWER MOTOR ATTACHING PLATE SHOWN. ATTACH SUPPORT TO BLOWER WITH SCREWS REMOVED. SEE FIG. 1.

STEP 4 ATTACH BRACKET TO SUPPORT WITH PROVIDED SCREWS. SEE FIG. 1.

STEP 5 LOOSELY ATTACH BRACE TO BLOWER WITH PROVIDED SCREW. MOVE BLOWER INTO POSITION BEHIND INSTRUMENT PANEL. ATTACH BRACE AT PROVIDED HOLE IN DASH WITH L. WASHER & NUT. ATTACH BLOWER TO INSTRUMENT PANEL WITH "U" NUTS, SPACERS & SCREWS AT PROVIDED HOLES. TIGHTEN SCREW ON BRACE. SEE FIG. 1.

STEP 6 IF COURTESY LAMP EXISTS, ATTACH TO BRACKET IN THE POSITION SHOWN WITH EXISTING "J" NUT & SCREW. SEE VIEW A.

STEP 7 ATTACH DUCT & SEAL TO REAR OF EVAPORATOR WITH PROVIDED SCREWS & "U" NUTS. SEE FIG. 2.



STEP 1 ATTACH RELAY BRACKET TO EVAPORATOR WITH EXISTING SCREWS. SEE FIG. 1 & VIEW A.

STEP 2 ATTACH RELAY TO RELAY BRACKET WITH PROVIDED SCREWS. SEE VIEW A.

STEP 3 ATTACH BRACKET TO EVAPORATOR WITH PROVIDED NUT ASM. SEE FIG. 1.

STEP 4 AT ONE END OF HOSE 1 LOOSELY ASSEMBLE CLAMP & REMOVE EXISTING HOSE PLUG. REMOVE EXISTING PLUG FROM 5/8 DIA. PIPE ON EVAPORATOR. COAT OUTSIDE DIA. OF PIPE & INSIDE DIA. OF HOSE WITH #525 OR #1000 VISCOSITY REFRIGERANT OIL. SEE FIG. 1.

CAUTION Exercise care & cleanliness to avoid contamination wherever refrigerant hoses are connected.

STEP 5 CAREFULLY INSERT HOSE 1 OVER (3RD) BEAD & BUTT AGAINST LAST (4TH) BEAD. HOOK THE LAMP LOCATING ARM ONTO HOSE END & TIGHTEN CLAMP IN PLACE. SEE VIEW B.

STEP 6 ATTACH HOSE 2 TO PIPE ON EVAPORATOR WITH CLAMP IN SAME MANNER AS STEPS 4 & 5.

STEP 7 CUT DRAIN HOSE INTO (2) EQUAL LENGTHS & ASSEMBLE TO EVAPORATOR WITH SPRINGS & CLAMPS. SEE FIG. 1.

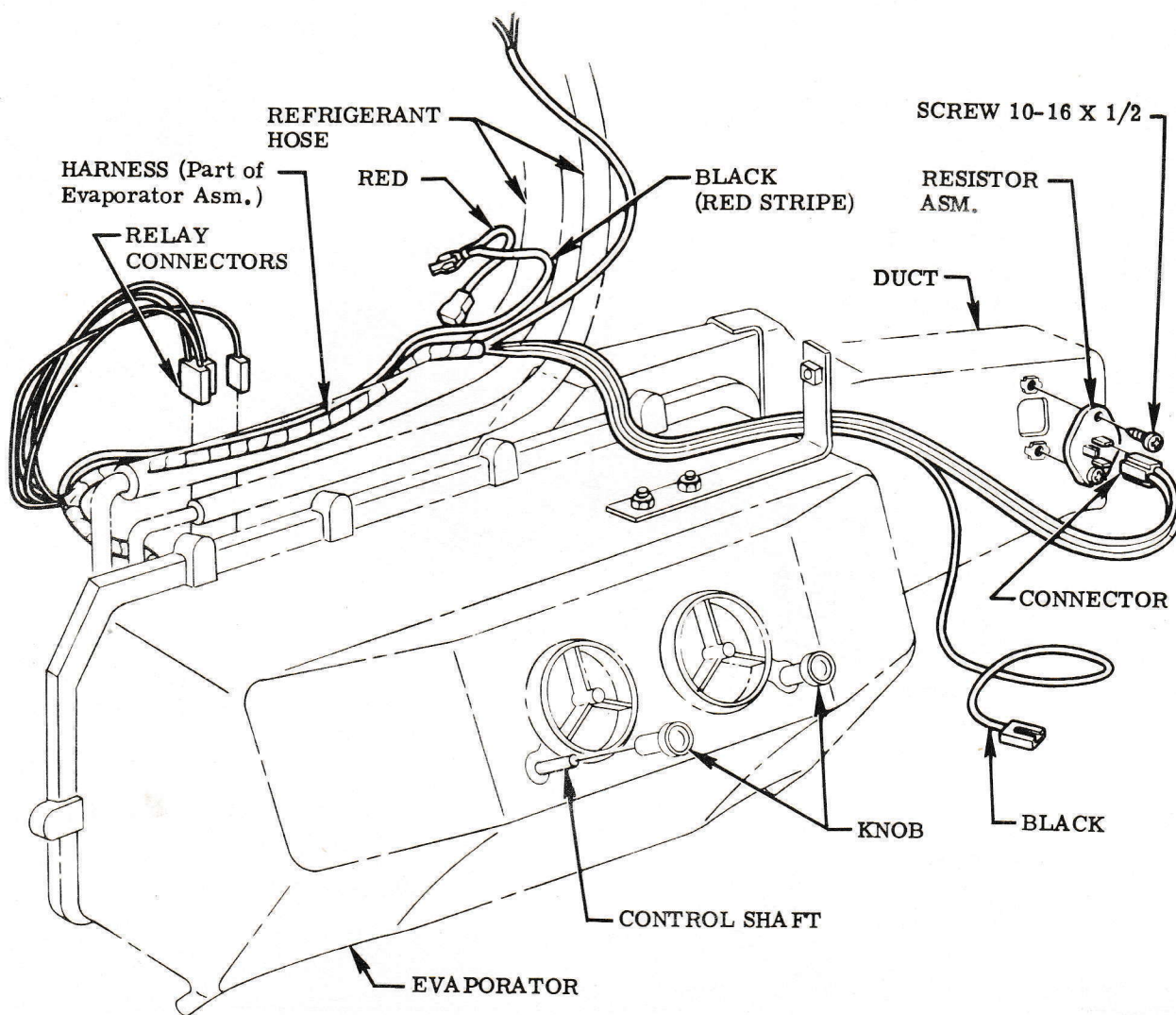


FIG. 1 RELAY, RESISTOR & KNOBS

STEP 1 ATTACH RESISTOR TO DUCT WITH SCREWS. SEE FIG. 1.

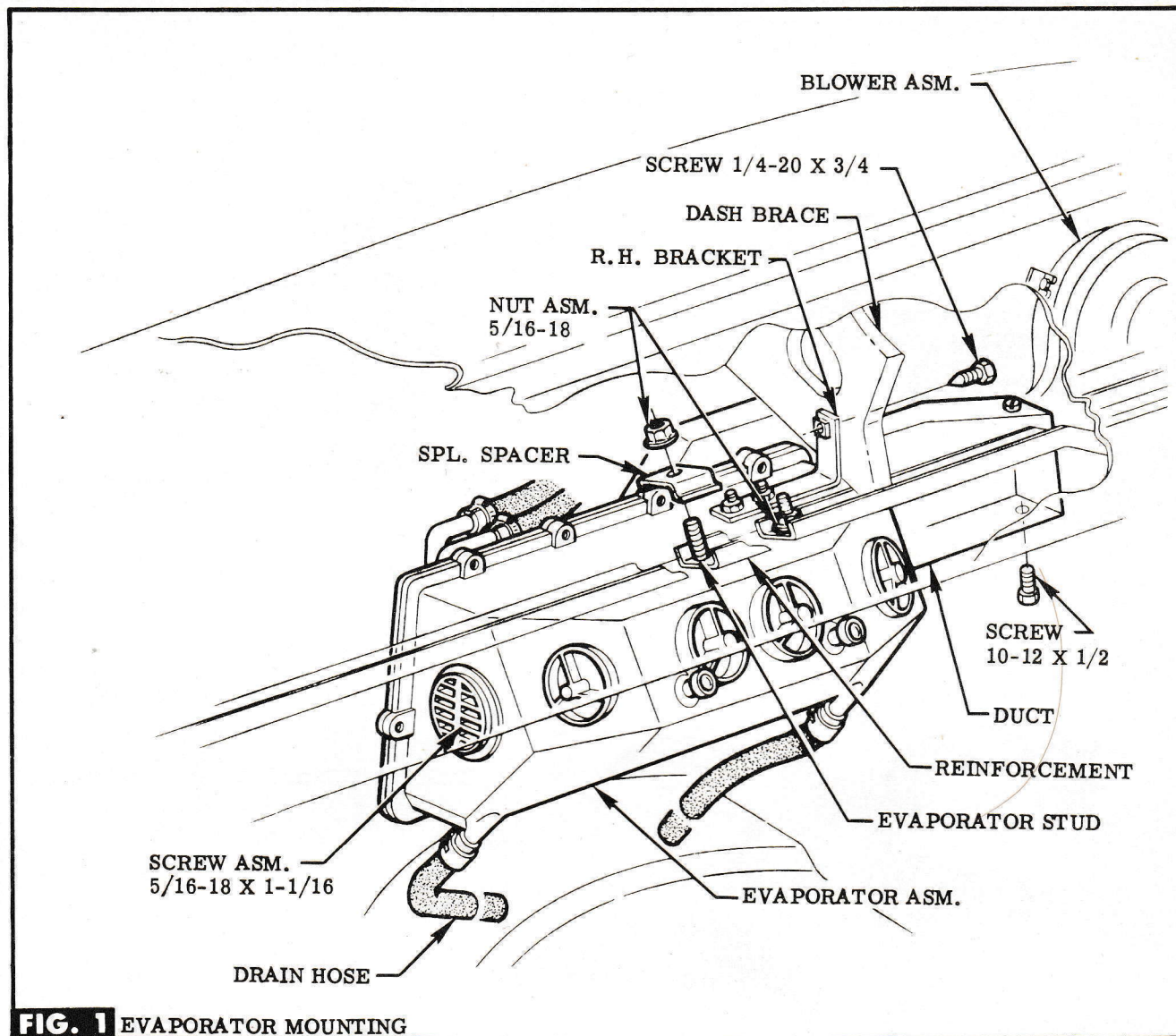
STEP 2 PLUG CONNECTORS OF EVAPORATOR HARNESS TO RELAY TERMINALS. SEE FIG. 1.

STEP 3 ROUTE EVAPORATOR HARNESS OVER REFRIGERANT HOSES & PLUG CONNECTOR TO

RESISTOR TERMINALS. SEE FIG. 1.

STEP 4 PUSH KNOB ONTO EVAPORATOR CONTROL SHAFTS. SEE FIG. 1.

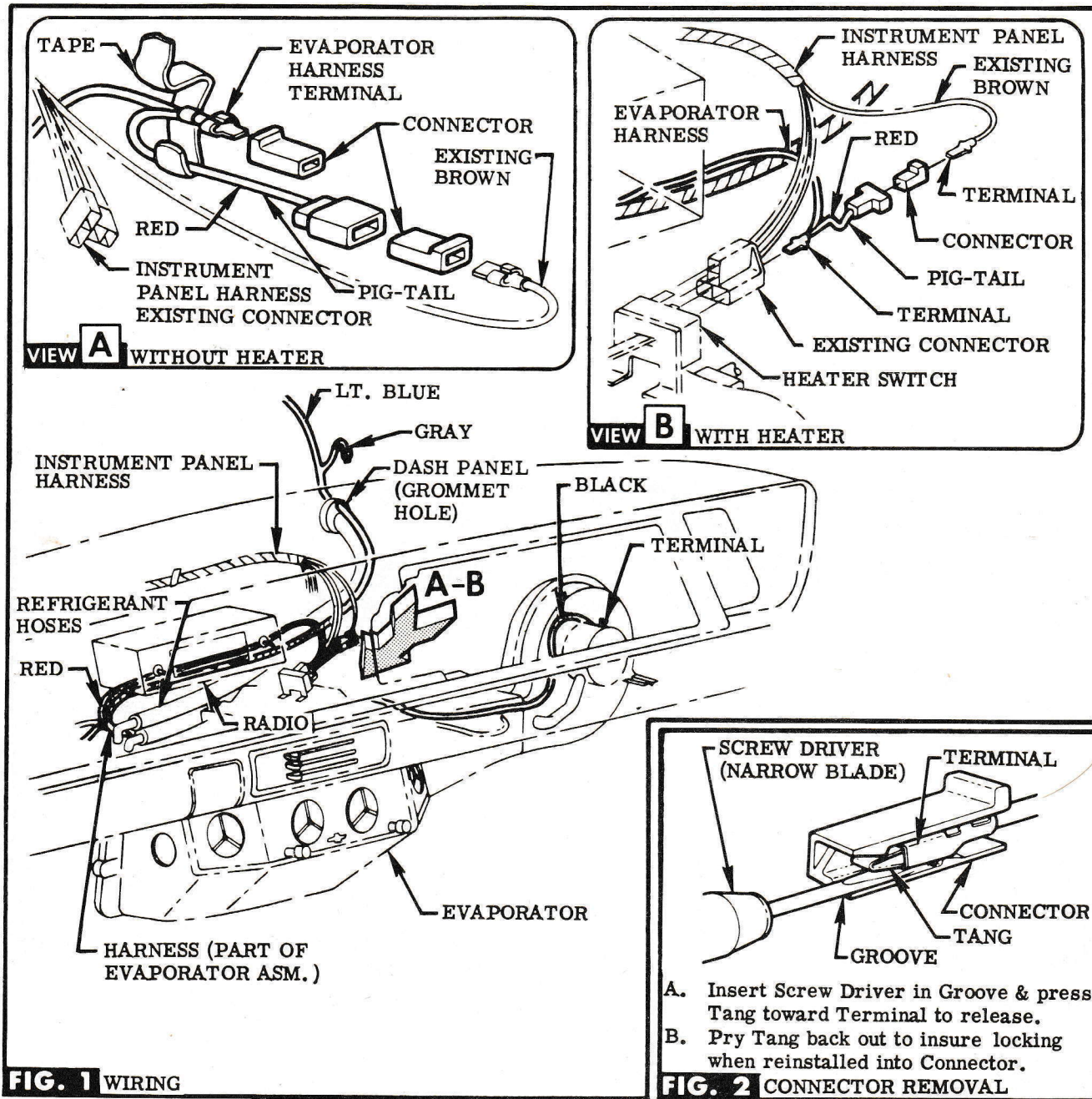
STEP 5 REMOVE & DISCARD FUSE, IF EXISTING, FROM FUSE PANEL RECEPTACLE MARKED "AIR CONDITIONING" & REPLACE WITH PROVIDED FUSE.



STEP 1 RAISE EVAPORATOR INTO POSITION & SLIDE DUCT ONTO BLOWER. INSERT STUDS THRU PREVIOUSLY DRILLED HOLES IN REINFORCEMENT. ATTACH WITH SPACER & NUTS. SECURE DUCT TO BLOWER & R.H. BRACKET

TO BRACE WITH SCREWS. SEE FIG. 1.

STEP 2 PUSH DRAIN HOSES THRU HOLES CUT IN COVERING & TUNNEL. SEE FIG. 1.



STEP 1 UNPLUG EXISTING CONNECTOR FROM HEATER SWITCH (ON VEHICLES WITHOUT HEATER, UNTAPE EXISTING CONNECTOR FROM INSTRUMENT PANEL HARNESS). REMOVE EXISTING BROWN WIRE TERMINAL FROM THE CONNECTOR. SEE FIG. 1 & FIG. 2.

STEP 2 INSERT REMOVED BROWN WIRE TERMINAL INTO PROVIDED CONNECTOR. THEN INSERT CONNECTOR INTO PIG-TAIL CONNECTOR OF EVAPORATOR HARNESS. SEE VIEW A OR B.

STEP 3 VEHICLES WITH HEATER: INSERT RED WIRE TERMINAL OF EVAPORATOR HARNESS INTO HEATER SWITCH CONNECTOR TO REPLACE REMOVED BROWN WIRE. PLUG CONNECTOR BACK TO HEATER SWITCH. SEE VIEW B.

STEP 4 VEHICLES WITHOUT HEATER: INSERT RED WIRE TERMINAL OF EVAPORATOR HARNESS INTO PROVIDED CONNECTOR THEN TAPE CONNECTOR TO PIG-TAIL. RE-TAPE EXISTING CONNECTOR BACK TO INSTRUMENT PANEL HARNESS. SEE VIEW A. **CAUTION** This wire is "live" (when ignition switch is "on") it must be securely taped to pig-tail to prevent accidental grounding.

STEP 5 PLUG (BLACK WIRE) CONNECTOR OF EVAPORATOR HARNESS TO BLOWER MOTOR TERMINAL & ROUTE LT. BLUE & GRAY WIRE THRU DASH PANEL HOLE TO FRONT, SEE FIG. 1.

STEP 6 INSTALL PROVIDED INSTRUMENT PANEL COMPARTMENT WITH EXISTING SCREWS.

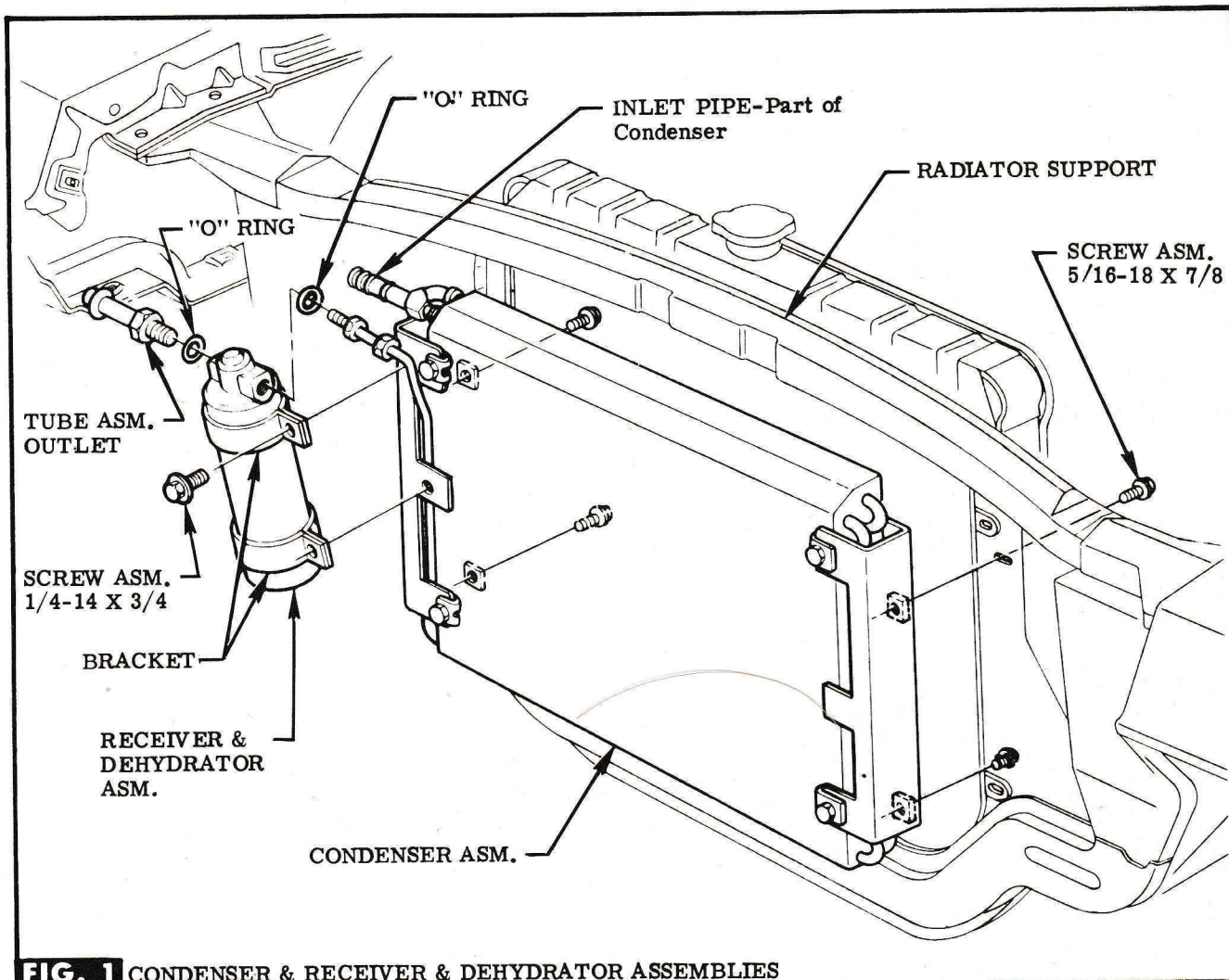


FIG. 1 CONDENSER & RECEIVER & DEHYDRATOR ASSEMBLIES

STEP 1 ATTACH CONDENSER TO RADIATOR SUPPORT AT EXISTING SLOTTED HOLES WITH SCREWS SEE FIG. 1.

STEP 2 ATTACH RECEIVER & DEHYDRATOR TO CONDENSER WITH BRACKETS & SCREWS AT THE SAME TIME ASSEMBLE INLET PIPE (PART OF CONDENSER) TO RECEIVER & DEHYDRATOR WITH "O" RING. BE SURE "O" RING IS PROPERLY SEATED PRIOR TO TIGHTENING NUT ON PIPE. SEE FIG. 1.

STEP 3 ATTACH OUTLET PIPE TO RECEIVER & DEHYDRATOR MAKING SURE "O" RING IS PROPERLY SEATED PRIOR TO TIGHTENING NUT ON OUTLET PIPE. SEE FIG. 1.

STEP 4 REINSTALL & CONNECT BATTERY & HORN.

STEP 5 REINSTALL HOOD LOCK CATCH & SUPPORT.

STEP 6 REINSTALL VOLTAGE REGULATOR.

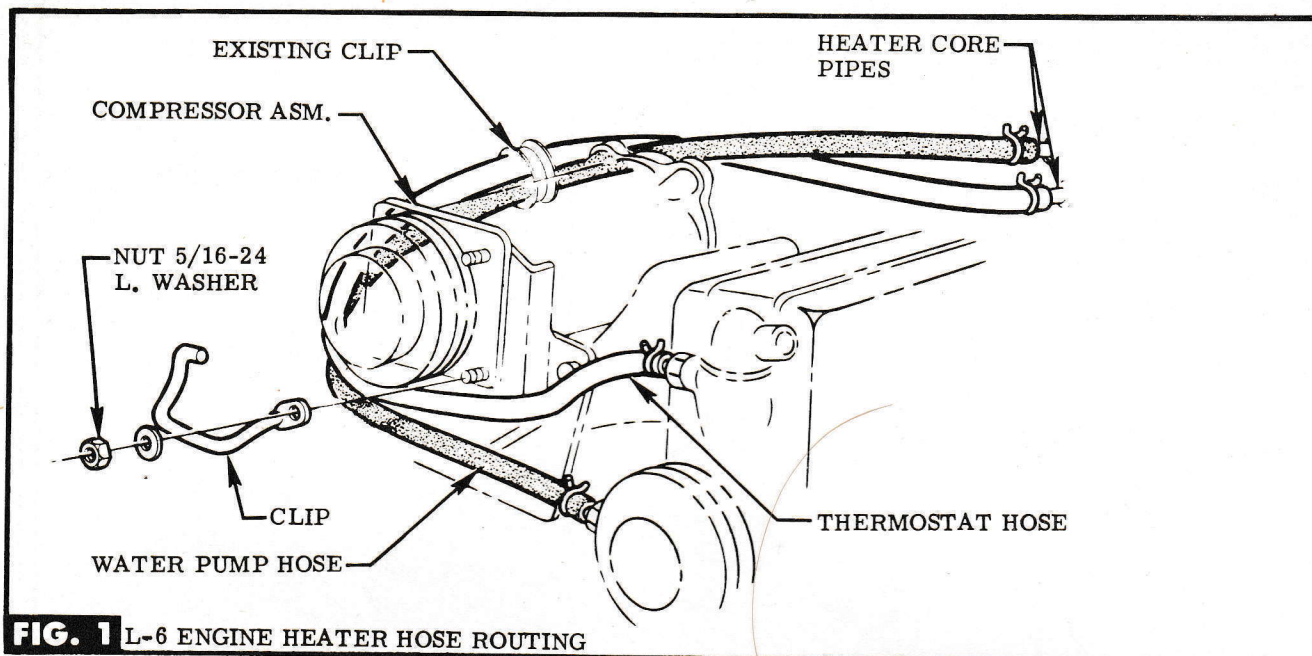


FIG. 1 L-6 ENGINE HEATER HOSE ROUTING

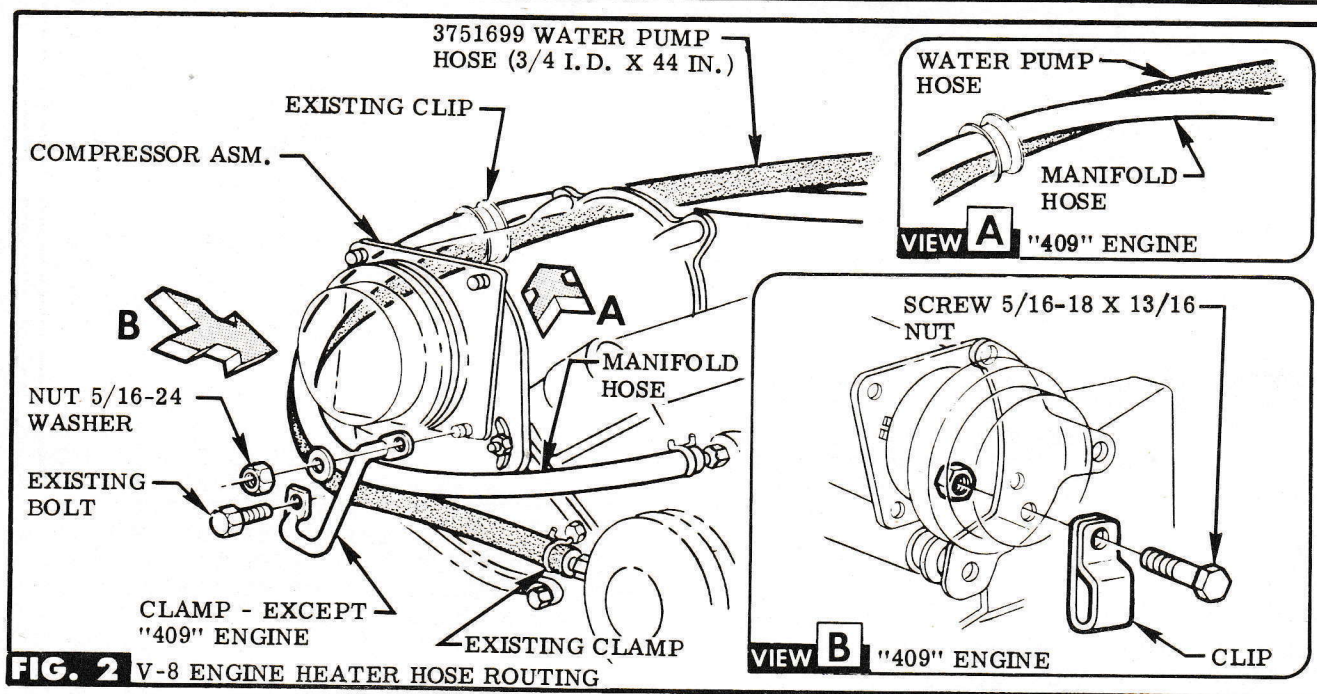


FIG. 2 V-8 ENGINE HEATER HOSE ROUTING

L-6 ENGINE

STEP 1 INSTALL CLIP ONTO EXISTING BOLT ON COMPRESSOR & ATTACH WITH PROVIDED L. WASHER & NUT. SEE FIG. 1.

STEP 2 REROUTE EXISTING HEATER HOSES THRU CLIP ON COMPRESSOR & ATTACH WITH EXISTING CLAMPS. SEE FIG. 1.

V-8 ENGINE

STEP 3 REMOVE & DISCARD EXISTING 3/4 INCH DIA. HOSE TO WATER PUMP, BUT RETAIN CLAMPS. PROCURE HOSE FROM DEALERS STOCK. SEE FIG. 2.

STEP 4 INSTALL CLIP ONTO EXISTING BOLT ON COMPRESSOR & ATTACH WITH EXISTING

BOLT, PROVIDED L. WASHER & NUT. SEE FIG. 2.

STEP 5 (409 ENGINE ONLY) ATTACH CLIP TO COMPRESSOR BRACKET WITH SCREW & NUT. SEE VIEW B.

STEP 6 INSTALL PROCURED HOSE ROUTING THRU EXISTING CLIP ON FENDER SKIRT & CLIP ON COMPRESSOR. ATTACH WITH RETAINED CLAMPS. SEE FIG. 2 & VIEWS A & B.

STEP 7 REROUTE EXISTING MANIFOLD HOSE THRU CLIP ON COMPRESSOR. SEE FIG. 2 & VIEW B.

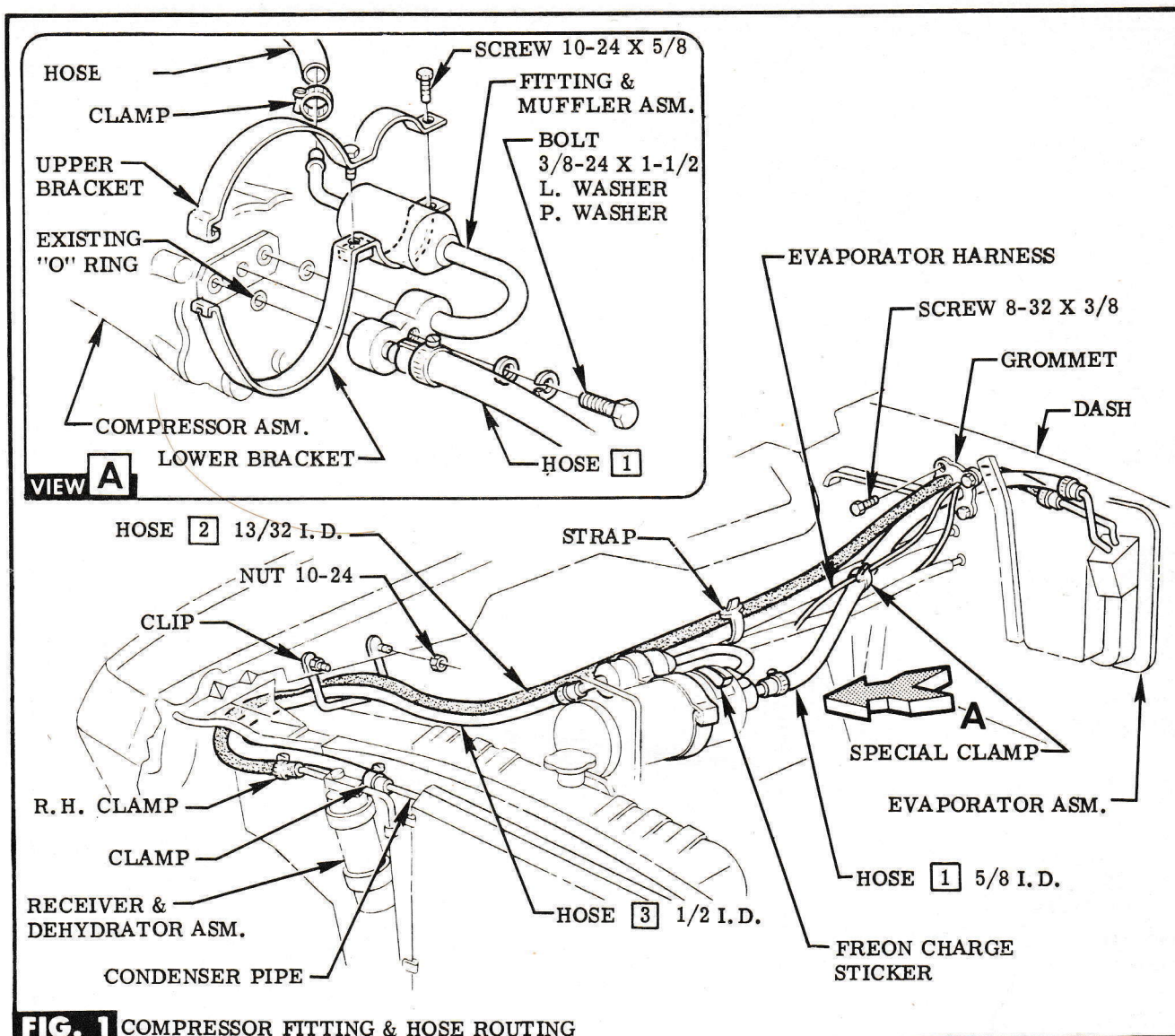


FIG. 1 COMPRESSOR FITTING & HOSE ROUTING

NOTE For clamping all Air Conditioning Hoses, refer to Steps 1 & 2 & View A on Sheet 4.00.

STEP 1 REMOVE SHIPPING PLATE FROM REAR OF COMPRESSOR BUT RETAIN "O" RINGS TO BE USED WITH FITTING & MUFFLER. **CAUTION** Exercise care & cleanliness to avoid contamination.

STEP 2 POSITION FITTING TO BACK OF COMPRESSOR MAKING CERTAIN THAT RETAINED "O" RINGS ARE PROPERLY SEATED, THEN SECURE WITH P. WASHER, L. WASHER, & BOLT. SEE VIEW A.

STEP 3 PULL EVAPORATOR HARNESS WIRES & HOSES [1] & [2] THRU PREVIOUSLY CUT HOLE IN DASH & INSERT THRU GROMMET. ATTACH GROMMET WITH SCREWS AT PREVIOUSLY DRILLED HOLES IN DASH. SEE FIG. 1.

STEP 4 ROUTE HOSE [1] TO COMPRESSOR, CUT TO FIT (IF REQUIRED) & ATTACH TO STRAIGHT

PIPE ON FITTING & CLAMP. SEE FIG. 1 & VIEW A.

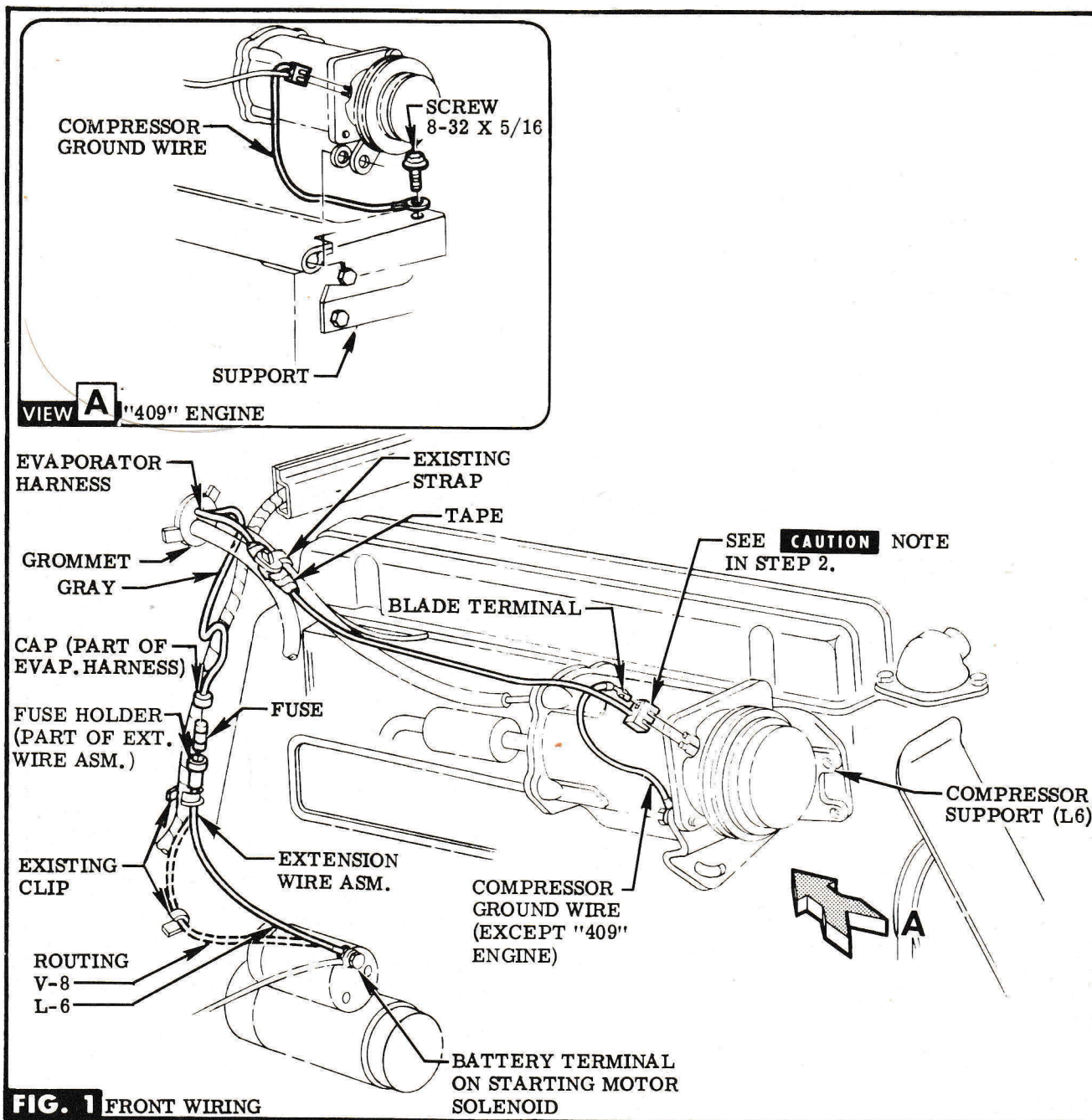
STEP 5 ROUTE EVAPORATOR HARNESS ALONG HOSE 1 & SECURE TOGETHER WITH CLAMP. SEE FIG. 1.

STEP 6 ATTACH CLIP TO HOLES IN FENDER WITH NUTS. SEE FIG. 1.

STEP 7 ROUTE HOSE [2] THRU CLIP TO DEHYDRATOR & ATTACH WITH R.H. CLAMP. ATTACH TO HEATER HOSE WITH STRAP. SEE FIG. 1.

STEP 8 ATTACH HOSE [3] TO MUFFLER PIPE WITH CLAMP & ROUTE THRU CLIP TO CONDENSER. CUT TO FIT (IF REQUIRED) & ATTACH TO CONDENSER PIPE WITH CLAMP. SEE FIG. 1 & VIEW A.

STEP 9 REMOVE BACKING FROM PROVIDED FREON CHARGE STICKER & INSTALL OVER EXISTING FREON CHARGE INFORMATION ON COMPRESSOR. SEE FIG. 1.



STEP 1 INSERT FUSE INTO EXTENSION WIRE HOLDER, THEN ATTACH HOLDER TO EVAPORATOR HARNESS CAP. ROUTE EXTENSION WIRE THRU EXISTING CLIP & CONNECT TO "B" (BATTERY) TERMINAL OF STARTING MOTOR SOLENOID. ON V-8 MODELS ROUTE WIRE THRU BOTH EXISTING CLIPS. SEE FIG. 1.

STEP 2 ROUTE EVAPORATOR HARNESS (LT. BLUE) WIRE & CONNECTOR THRU EXISTING STRAP TO COMPRESSOR TERMINALS. FOLD & TAPE EXCESS WIRE UNDER STRAP. SEE FIG. 1.

CAUTION Do not attach connector to compressor terminals until final step on last sheet.

STEP 3 INSERT BLADE TERMINAL OF COMPRES-

SOR GROUND WIRE INTO EVAPORATOR HARNESS CONNECTOR. SEE FIG. 1.

STEP 4 (EXCEPT "409" ENGINE) ATTACH EXISTING BATTERY GROUND CABLE TO COMPRESSOR SUPPORT WITH SUPPORT ATTACHING PARTS. ON VEHICLES WITH HEATER, ROUTE CABLE TO REAR OF HEATER HOSES. SEE FIG. 1 & VIEW B.

STEP 5 ("409" ENGINE ONLY) ROUTE & ATTACH PROVIDED COMPRESSOR GROUND WIRE TO SUPPORT WITH PROVIDED ATTACHING PARTS. SEE VIEW A.

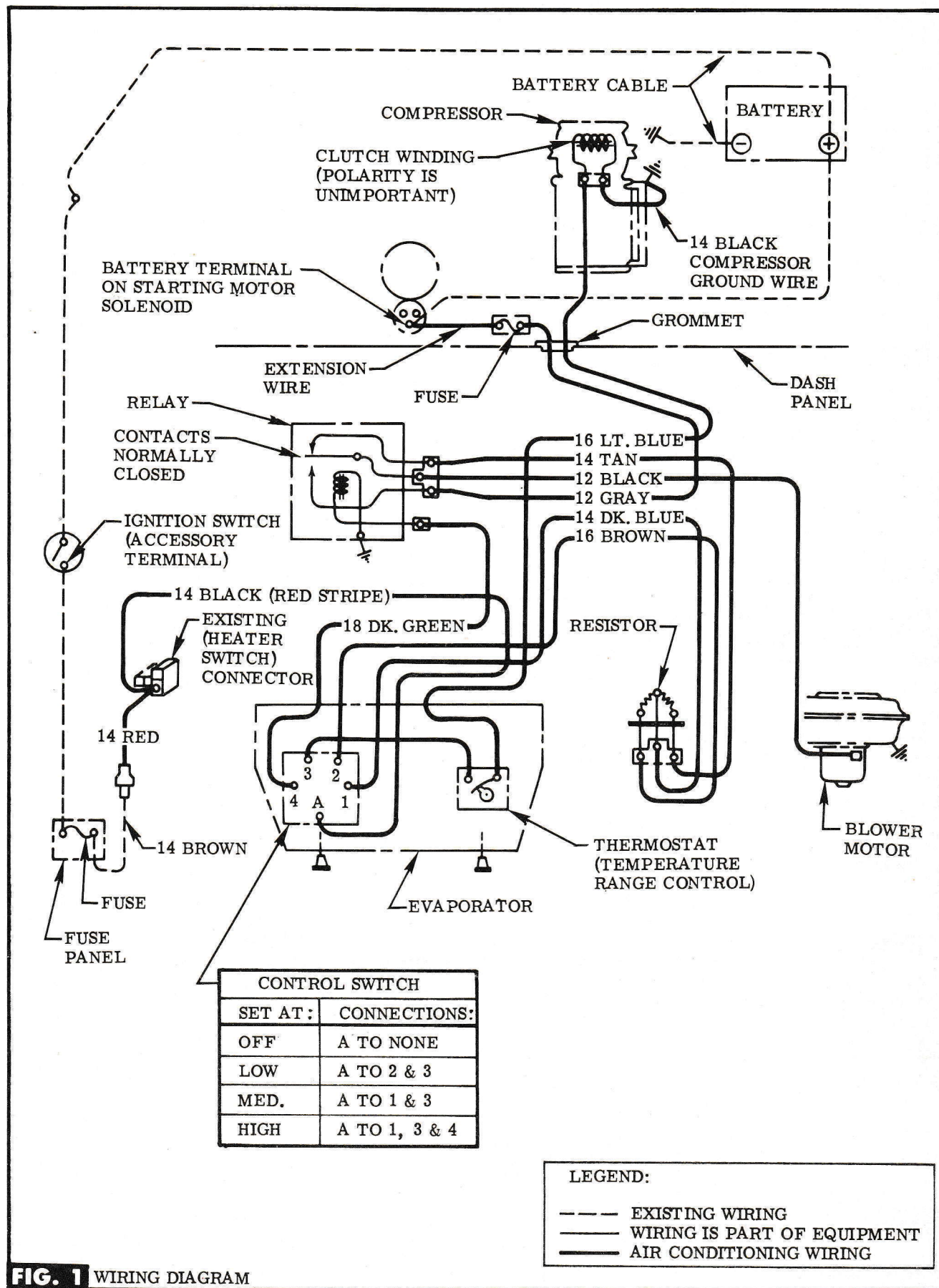


FIG. 1 WIRING DIAGRAM

STEP 1 INSTALL STICKER ON BACK WINDOW AT OPTION OF CUSTOMER.

EVACUATING & CHARGING THE SYSTEM

CAUTION Whenever the Air Conditioning system is opened for any reason, it should not be put into operation again until it has been evacuated to remove air & moisture which may have entered the system.

AMOUNT OF FREON-12 & 525 VISCOSITY OIL FOR A COMPLETE CHARGE

FREON-12 CHARGE	525 VISCOSITY OIL CHARGE
3 LBS.	10 OZ.

ADDING REFRIGERANT

AN IMPORTANT RULE TO FOLLOW IN CHARGING IS THAT REFRIGERANT SHOULD ALWAYS BE ADDED TO THE COMPRESSOR IN A VAPOROUS STATE. ANOTHER IMPORTANT RULE IS NEVER TO ADD REFRIGERANT UNTIL THE SYSTEM HAS BEEN LEAK TESTED & PROPERLY PROCESSED.

IN ORDER TO CHARGE REFRIGERANT IN THE VAPOR STATE, THE FREON-12 CONTAINER WILL REQUIRE THE USE OF SOME HEAT. THIS CAN BEST BE ACCOMPLISHED BY PLACING THE DRUM OR CANS IN AN UPRIGHT POSITION IN A BUCKET OR CONTAINER OF WARM WATER. THE TEMPERATURE OF THE WATER SHOULD NOT EXCEED 125° F. SINCE THE TEMPERATURE OF THE WATER & DRUM OR CANS WILL DECREASE AS THE VAPOR LEAVES THE CONTAINERS, THE WATER & CONTAINERS WILL BE COOLED. THIS MAY RESULT IN A LOWERING OF THE CONTAINER PRESSURE TO THE EXTENT WHERE IT MAY BE NECESSARY TO REPLENISH OR REHEAT THE WATER UNLESS AN ADEQUATE AMOUNT OF WATER IS USED.

WITH THE COMPRESSOR IN OPERATION, THE HEAD PRESSURE SHOULD NOT EXCEED 225 LBS. & THE PRESSURE WITHIN THE FREON CONTAINERS SHOULD ALWAYS BE MAINTAINED AT A MINIMUM OF 12 LBS. & SHOULD NOT EXCEED A MAXIMUM OF 90-100 LBS. WHEN THE LOW SIDE VALVE ON THE GAGE SET IS CLOSED, THE GAGE WILL THEN INDICATE THE LOW SIDE PRESSURE, IN THE COMPRESSOR. WHEN THE LOW SIDE VALVE ON THE GAGE IS OPEN, THE GAGE INDICATES DRUM PRESSURE. REFER TO SHOP MANUAL FOR A DESCRIPTION OF GAGE SET VALVE OPERATION.

EVACUATING THE SYSTEM

NOTE In all evacuating procedures, the specification of 28 inches of Mercury vacuum is used. This figure is only obtainable at or near sea level elevation. For each 1000 feet above sea level where this operation is being performed, the specification should be lowered by 1 inch. **EXAMPLE:** At 5000 Ft. elevation, only 21 to 23 inches of vacuum can normally be obtained.

- 1 WITH THE SYSTEM COMPLETELY PURGED, INSTALL THE HIGH & LOW PRESSURE LINES OF THE GAGE SET TO THE GAGE FITTINGS ON THE COMPRESSOR WITH ADAPTER FITTINGS J-5420 (HIGH PRESSURE LINE) & J-6163 (LOW PRESSURE LINE), IF THIS HAS NOT BEEN PREVIOUSLY DONE. SEE NEXT SHEET.
- 2 INSTALL CENTER GAGE LINE TO "T" CONNECTOR.
- 3 INSTALL FEMALE CONNECTOR AT THE INLET SIDE OF THE VACUUM PUMP.
- 4 INSERT FLARE RING SEAT INTO FEMALE CONNECTOR AT VACUUM PUMP.
- 5 INSTALL SHUT-OFF VALVE TO THE FEMALE CONNECTOR AT THE VACUUM VALVE.
- 6 INSTALL A GAGE LINE FROM ONE SIDE OF "T" CONNECTOR TO THE SHUT-OFF VALVE AT THE VACUUM PUMP, THE SHUT-OFF VALVE SHOULD BE CLOSED.
- 7 INSTALL THE GAGE LINE FROM THE REMAINING "T" CONNECTION TO A DRUM OF FREON-12 OR TO TOOL J-6272. FOR AMOUNT OF CHARGING SEE CHART. WHEN USING A DRUM IT WILL BE NECESSARY TO USE 1/4 F X 3/8 FITTING & DRUM REDUCER WITH LEAD WASHER BETWEEN THE GAGE LINE & FREON DRUM.
- 8 CHECK LEVEL OF FLUID IN VACUUM PUMP & ADD FRIGIDAIRE 150 VISCOSITY OIL IF NECESSARY TO BRING TO PROPER LEVEL. ALSO MAKE SURE DUST CAP ON DISCHARGE SIDE OF VACUUM PUMP HAS BEEN REMOVED. **NOTE** Information on servicing the vacuum pump in event of low fluid level or failure to start is given in the Shop Manual.
- 9 OPEN HIGH & LOW PRESSURE GAGE VALVES (CLOCKWISE 2 TURNS).
- 10 START THE VACUUM PUMP & SLOWLY OPEN THE SHUT-OFF VALVE AT THE VACUUM PUMP TO AVOID FORCING OIL OUT OF THE PUMP. A VACUUM IS NOW BEING DRAWN ON BOTH THE HIGH & LOW PRESSURE SIDES OF THE SYSTEM AT THE SAME TIME.

NOTE If oil is blown from the pump, it should be refilled to proper level with Frigidaire 150 Viscosity oil as described in the Shop Manual.

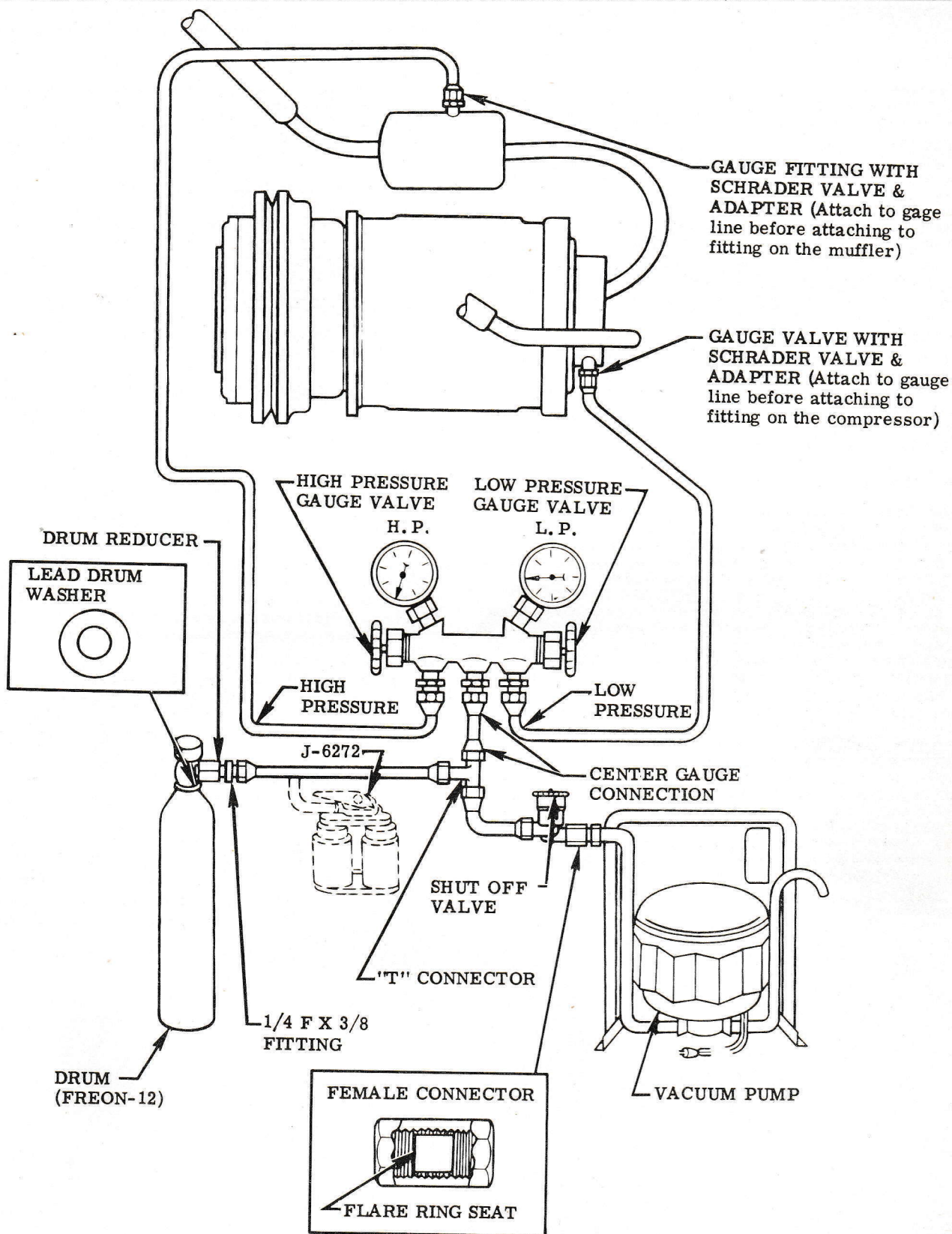


FIG. 1 CHARGING SCHEMATIC

- ⑪ OPERATE THE PUMP TO OBTAIN APPROXIMATELY 28" VACUUM FOR 10 MINUTES. IF APPROXIMATELY 28" VACUUM CANNOT BE OBTAINED, CLOSE THE SHUT-OFF VALVE AT THE PUMP & STOP THE PUMP.

NOTE Check low pressure gage to see if vacuum holds. If the vacuum holds, the pump or gage may be faulty. If the vacuum will not hold, open refrigerant cylinder valve to charge system to cylinder pressure & check system & gage hookup for leaks with leak detector. After locating leak, discharge system of freon, repair leak & repeat operation to obtain approximately 28" vacuum for 10 minutes.

- ⑫ CLOSE HAND SHUT-OFF VALVE AT PUMP, STOP PUMP & OBSERVE LOW PRESSURE GAGE TO SEE THAT 28" OF VACUUM HOLDS FOR 3 MINUTES. IF VACUUM DOES NOT HOLD, CHECK FOR LEAKS AS DESCRIBED IN PARAGRAPH NO. ⑪. IF VACUUM HOLDS OR IF ANY LEAKS FOUND HAVE BEEN REPAIRED, PROCEED WITH PARAGRAPH NO. ⑬.
- ⑬ OPEN THE FREON CONTAINER VALVE TO CHARGE THE SYSTEM TO CYLINDER PRESSURE, THEN CLOSE VALVE.
- ⑭ DISCHARGE SYSTEM, THEN EVACUATE THE SYSTEM AGAIN AT APPROXIMATELY 28" VACUUM FOR 10 MINUTES. THIS SECOND EVACUATION IS TO REMOVE ANY AIR OR MOISTURE THAT MAY HAVE REMAINED IN THE SYSTEM.
- ⑮ CLOSE GAGE VALVES.

THE SYSTEM IS NOW READY FOR A COMPLETE CHARGE (SEE CHART, SHEET 13). DO NOT REMOVE THE GAGE CONNECTIONS BUT PROCEED WITH THE CHARGING OPERATION.

CHARGING OF THE SYSTEM

IF THE ENTIRE CHARGE OF REFRIGERANT HAS BEEN LOST THROUGH ACCIDENT OR IN THE REPLACEMENT OF ANY OF THE COMPONENTS, A COMPLETE CHARGE WILL BE NECESSARY & SHOULD BE ADDED AFTER EVACUATION AS DESCRIBED BELOW.

① WITH GAGE SET, ADAPTERS & FREON DRUM (OR CANS) INSTALLED AS SHOWN ON SHEET 14 MAKE SURE HIGH & LOW PRESSURE GAGE VALVES & THE VALVE ON THE FREON DRUM ARE CLOSED.

② OPEN LOW PRESSURE GAGE VALVE.

③ IF USING DRUM OF FREON, PLACE DRUM ON SCALES & WEIGH ACCURATELY. THIS IS TO DETERMINE THE AMOUNT OF FREON USED. SET DRUM (OR CANS) IN PAIL OF WATER, HEAT TO NOT MORE THAN 125° F. IF PAIL OF WATER IS USED, WEIGH IT WITH FREON DRUM.

NOTE If the disposable cans of freon are used, the scales can be eliminated since the contents of the cans will comprise a complete charge of refrigerant for the system. See Shop Manual for availability of Freon -12.

④ OPEN THE VALVE WIDE ON THE FREON DRUM OR J-6272 (3 CAN) FIXTURE. FREON - 12 UNDER PRESSURE WILL FLOW INTO THE SYSTEM WITHOUT OPERATING THE COMPRESSOR.

NOTE If it is not possible to charge the entire amount (See chart on SHEET 13) by this method, then operate the engine & compressor at 1000 RPM to complete the charging operation. To operate the compressor during charging, connect jumper wires from battery (POSITIVE) & ground to the clutch winding terminals. The pulley nut on the end of the compressor shaft will rotate when the compressor clutch is engaged.

⑤ WHEN THE FULL AMOUNT OF FREON - 12 (SEE CHART, ON SHEET 13) HAS ENTERED SYSTEM, CLOSE THE FREON CONTAINER VALVE & THE LOW PRESSURE GAGE VALVE. THE ENGINE CAN BE OPERATED AT 1500 RPM TO OBSERVE HIGH & LOW PRESSURE GAGES AS WELL AS SIGHT GLASS ON CONDENSER & GENERAL PERFORMING OF THE SYSTEM. (SEE SHOP MANUAL FOR PERFORMANCE DATA).

⑥ STOP ENGINE.

⑦ REMOVE THE GAGE SET & JUMPER WIRES. REPLACE CAPS ON GAGE FITTINGS, & INSTALL AIR CLEANER.

CAUTION Remove adapter J-5420 & J-6163 from connectors before removing the gage lines from the adapters.

NOTE In all evacuating procedures, the specifications of 28 inches of Mercury Vacuum is used. This figure is only obtainable at or near sea level elevation. For each 1000 feet above sea level where this operation is being performed, the specifications should be lowered by 1 inch. EXAMPLE: At 5000 Ft. elevation, only 21 to 23 inches of vacuum can normally be obtained.

STEP 1 AFTER THE SYSTEM HAS BEEN INSTALLED, THE FOLLOWING CHECKS SHOULD BE MADE IN THE OPEN AIR OR A PLACE WITH ADEQUATE MOVEMENT OF FRESH AIR.

BLOW OUT THE REAR OF COMPRESSOR WITH COMPRESSED AIR IN ORDER TO REMOVE ANY FREON PRIOR TO TESTING WITH SPECIAL LEAK TESTING EQUIPMENT. ALL REFRIGERATION CONNECTIONS SHOULD BE CHECKED WITH A LEAK DETECTOR OF THE ALCOHOL TORCH TYPE AS SUPPLIED BY FRIGIDAIRE. THIS TORCH BURNS ONLY CLEAR ETHYL ALCOHOL & A LEAK OF ONLY ONE POUND OF REFRIGERANT IN 13 YEARS CAN BE READILY DETECTED. WHEN OPERATING PROPERLY THE FLAME IN THE LEAK DETECTOR BURNS WITH A CLEAR, ALMOST INVISIBLE FLAME, BUT WHEN A LEAK IS DETECTED, IT BURNS A BRILLIANT GREEN.

STEP 2 AFTER LEAK TEST HAS BEEN COMPLETED AS SPECIFIED, ATTACH COMPRESSOR CONNECTOR TO COMPRESSOR. SEE SHEET 11.

NOTE Discard any remaining parts in package, they are for other models.